

ESTABLISHED 1857

examined on the 11th inst. at 4 P.M.
No Fire Insurance has been effected
SIEMSEN &
Agents.
Hongkong, 8th January, 1894.

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are "Decennial Reports" just issued by the Imperial Maritime Customs contain some valuable information of immediately practical interest, particularly with reference to the trade routes of Southern China and the prospects of an extensive commerce. There is a general consensus of opinion on this part of the Commissioners' writing that reports from the Southern ports as trade is seriously handicapped by the multifarious taxes and the irregularity of their levy, and the suggestion made in a Canton Report that a system of fair and uniform taxation of goods once for all, whether for instance, as has worked so successfully in the case of foreign opium, should be adopted, is well worthy of consideration. In Sir RUTHERFORD ALCOCK's treaty, the ratification of which was refused by the British Government, it was agreed that transit goods should pay import duties and transit dues simultaneously on importation but be exempt from all other taxes in treaty provinces. This provision was objected to by the merchants on the ground that illegal transits would be certain to be believed in the interior and that the payment of transit dues simultaneously with the import duty would simply be equivalent to increasing the import duties by fifty per cent. Similar objections were also raised to the proposal mooted in the early part of last year that linen in the Yangtze provinces should be commuted to a payment of six per cent. at the same time as the import duty was collected, with an additional one or two per cent. if the goods were to be sent into other provinces. There can be no doubt, however, that if such an arrangement could be effected and were extensively observed by China it would result in a large expansion of trade. Under the present system, it is not only the uncertainty it occasions, that hamper the trader in his operations. Mr. C. C. CLARK, the Chinese Consul at Hongkong, reports, says that "a year ago there were fifteen or sixteen tax stations between Canton and Nanning. Commerce is superfluous." Discussing the prospects of the Lueghow railway Mr. ALCOCK says it is possible that with freight taxes as they now are Lueghow will become the port of entry for the Nanning trade, and even possible that the trade of the entire Yunnan will shift from Nanning to Lueghow, but that a change in taxation will wipe out all the advantage Lueghow has. The like taxes between Pakhoi and Nanning on cotton yarn, for instance, Mr. ALCOCK, he tells us, to nearly as much as on bound tea, rice, and railway freight.

Hongkong to Lueghow - If the idea of abolishing the route through Yunnan could be accomplished with the Pakhoi route. He

held by him; the position happened to be held by some one less vigorous than the present incumbent. But never may be said as to compensating for this, there can be no difference of opinion as to the importance of endeavoring to secure the removal of the benefit of the transit pass as provided for by treaty, by which goods are freed until arrival at their destination. On this point the Canton Convention contains the following passage:— "Togethcr, the experiences of 1891 seem to indicate with certainty that under the restricted transit pass privilege a striking development of the trade in this district would take place. Diseases in Hunan and Kiangsi which now prevent their foreign goods from the market would illegally draw them—cheapened—from Canton; Eastern goods, too, would be completely idle. The loss of the Red River route. It is impossible not to regret that as disfavoring goods should be viewed with disfavor by inland revenue officials. The demands of the purse, however, are notorious, and it is perhaps too much to expect that a Treaty rule which suddenly creates a standing source of revenue should providing an adequate equivalent to escape the evasions which its terms seem expressly to invite in case in point." But it could, not beyond the resources of diplomacy

[illegible]

SICILY.
PARIS, 25th December.
 disturbances have broken out in Sicily
 soldiers have been wounded.
PARIS, 27th December.

[illegible]

It was a ridiculous thing to do, at the time, because there were constant fittings made in these fittings and im-
ports were coming out every day. The
right to have read, "Fittings to the
of the Sanitary Survey" instead of

[illegible][illegible]

dwelling, frame-pile dwellings and
pillings. In the former, and most
the piles, sharpened by fire or axe
are simply driven into the ground,
and the piles are fixed by a tenon and
a frame of split logs; this was
only where the bottom was soft
mud. The third was made of hollow

[illegible]

people had attained to a considerable culture; their flocks and herds, their fine textile fabrics and their buildings at least on a par with those of civilized people of the present day. Life is rude, but not ignorant, and agriculture on a wheel. It was crannated with electric and flowing designs; but we now find traces of that high art which among us has to use a corresponding term) gave brilliant drawings of animals and of human figures.

It is a sad fact, but undoubtedly true, that artistic culture does not of itself insure the progress of civilization. It is to this day in the beautiful and fertile designs of the degraded savages of America.

THE FUTURE OF MACAO.

S. Hippisley, Commissioner of Customs, in his contribution to the "Discussions" just issued by the Imperial Government, writes:—

"The degree of passing these stations, however largely affected by the conditions of the financial and political situation, rests on the mainland, and consequently the degree of prosperity enjoyed by the commercial centre; and the future of that trade depends in the main upon the extent to which Macao shall be able to expand its restricted sphere of activity."

I can say, I fear, no more than that there are at present at least, towards the latter part of wealth and constantly increasing.

da Província" of 5th December, the value of the crude opium from China at \$3,597,020, consisting of 10,000 chests valued at \$1,633,952 (preliminary), but of which much, certainly, and secret shipments valued at \$1,963,068 are still in the process of presenting, presumably, what was stipulated are not only financially insupportable but also a source of any number of other evils enters Macao is the result that if it is not done by the time it is impossible

Already Chinese merchants are beginning to turn to the annually decreasing depth of the outer anchorage, the trade formerly monopolized by Macao, and in the import of foreign rice into the districts west of Macao has been steadily increasing. Finally, the fact that the absence of barriers which would prevent a junk's cargo so soon as she reaches the anchorage, against Macao's trade, is on hand, at Kungmu, the chief factor there.—There, so soon as a junk arrives, ready to make advance against the enable the consignees to expeditiously to discharge and to take out the cargo in the result that a larger number of be made in the year and capital turned accordingly. In consequence, a larger number of the west coast trade is to be made in favour of Kungmu. Macao's position is therefore, not just new a bright and forward-looking, but a steadily import nos whatever, it is necessary. I wake up from her present indifference, and permit her Colony to be the dredging of the water there. The next most important step is to be the establishment of a bonded area in which goods could be placed on the shore or the charge of the banks might be induced to make advances necessary to expedite the shipping.

to give effect to the Convention Portugal with China were under it was arranged to establish a public consular office at Macao, a portion of which was to be assigned to the consular office of Portugal to China, and was to be under the Chinese Customs. For some time was never given to this arrangement from apprehension on the part of the Chinese that the presence of Chinese consular agents in Macao might be injurious to the Chinese Consulate at Canton. Seeing, however, that China had long recognised by Treaty Portugal's over Macao, such a feeling, if it existed, was unavailing. An arrangement was contemplated by which consular agents were to be stationed at Macao, as existed in many countries, and exists in the case of at least the United States; and while it both promotes convenience and safeguards the interests of the nations concerned, it injured their political status, and of its position and content. Of its nature we have no apprehension on such a point, and when Hongkong was ceded by Great Britain, the Chinese Government, and not only saw no objection to it, but by Chinese Custom House officers at Hongkong, but was willing to conclude a condition of the cession of the island of Hongkong, and the island of Kowloon, for the guidance of Sir Henry Pottinger, the negotiator of the Commercial Treaty, and himself on this subject as

under present circumstances probable; for all the Chinese produce, food products apart, which were sorted and repacked, with their appearance has been so changed as to make it impossible to identify the stations inwards that to identify it with any similar

